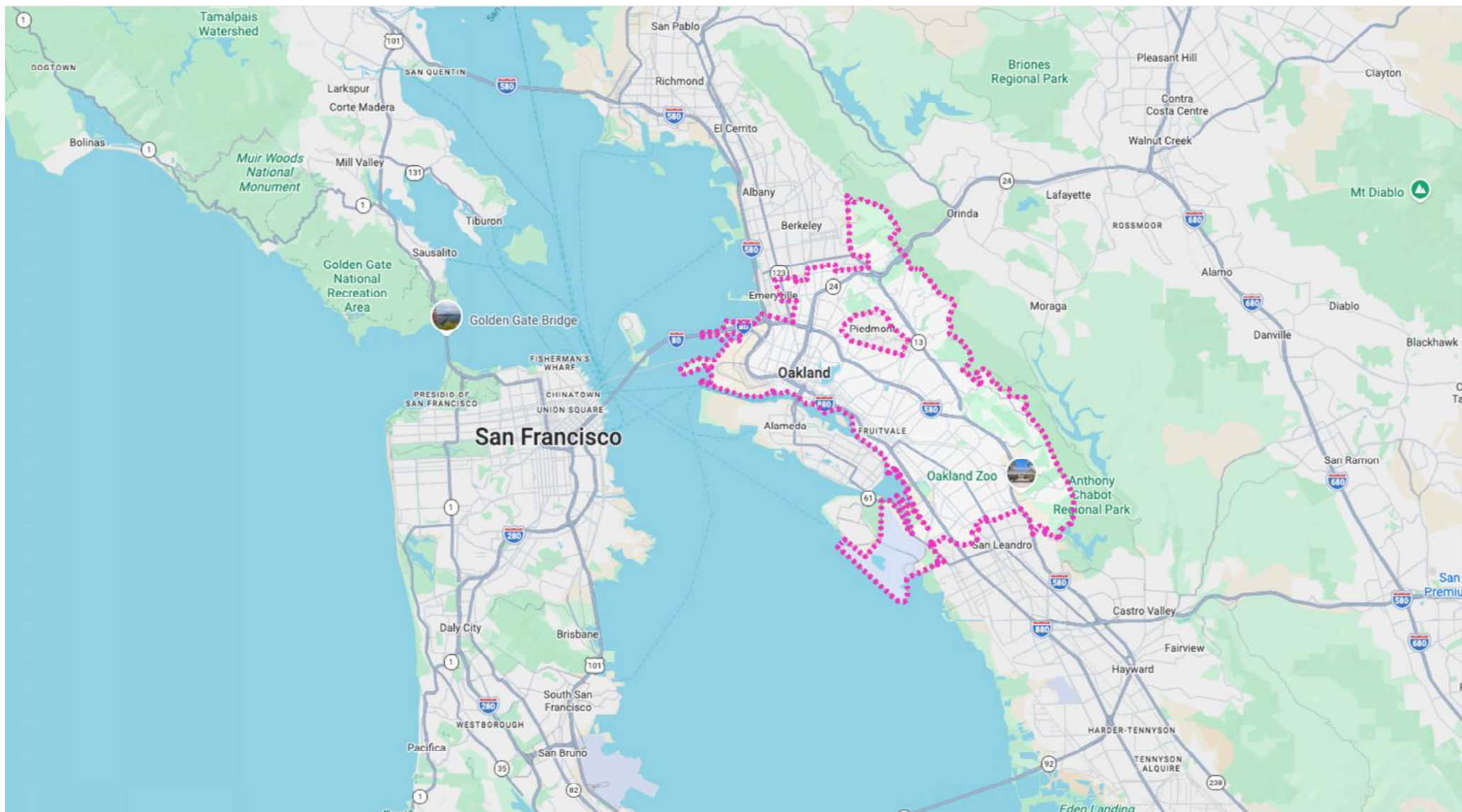


Calm East Oakland Streets

Community-Based Intersection
Design in Deep East Oakland

alta







LET'S OAKLAND

2019 OAKLAND BIKE PLAN



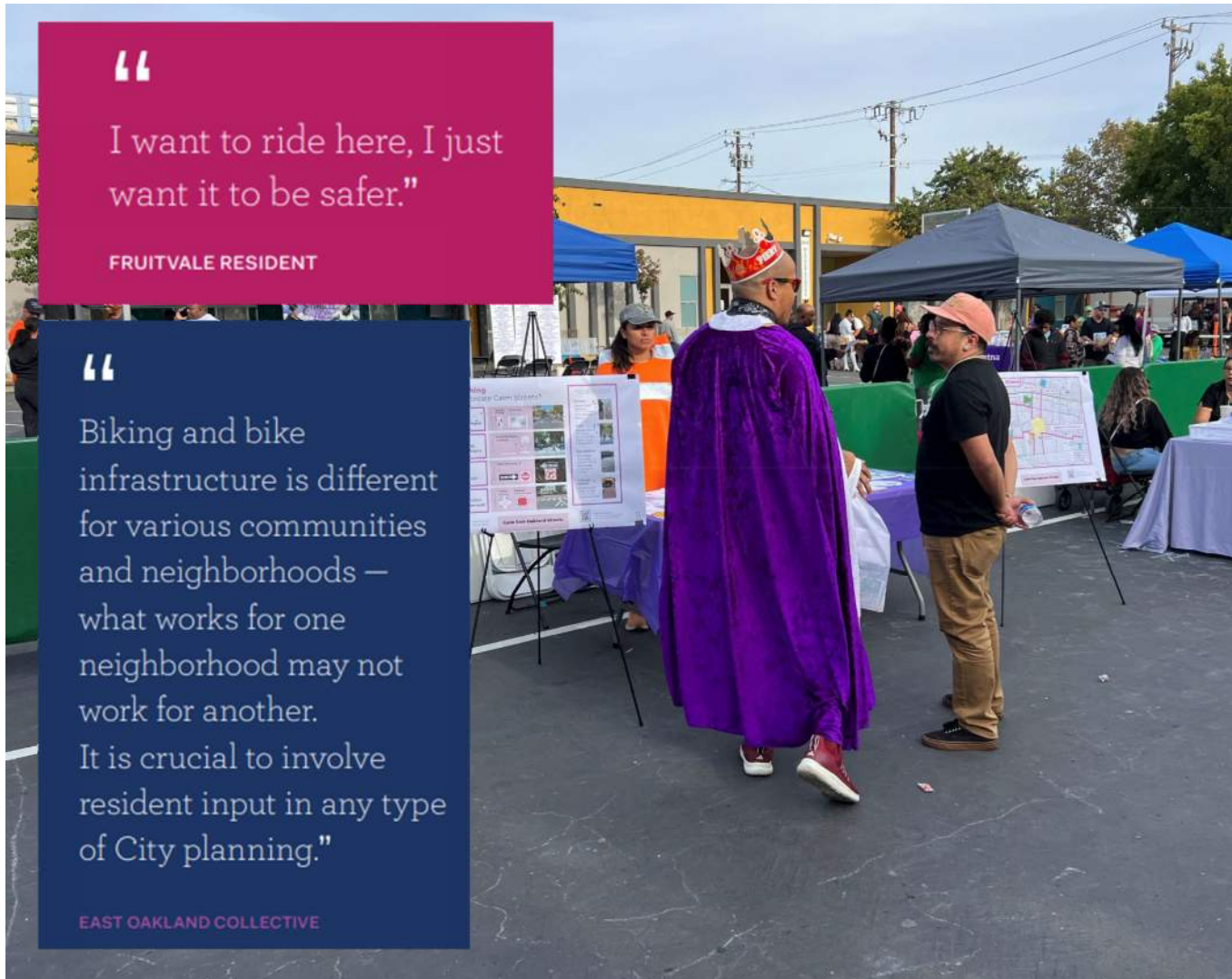
City of
Oakland

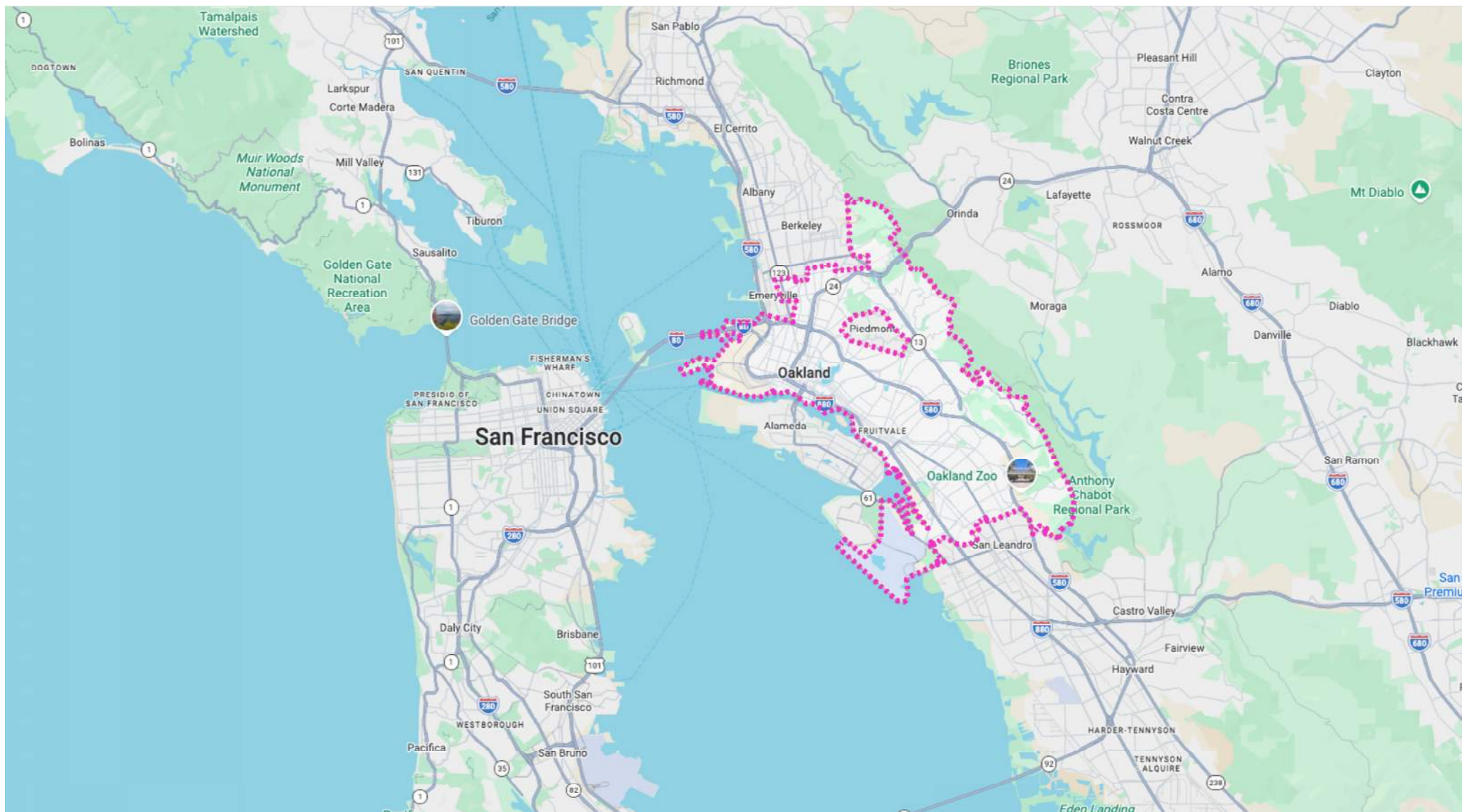
Department of
Transportation

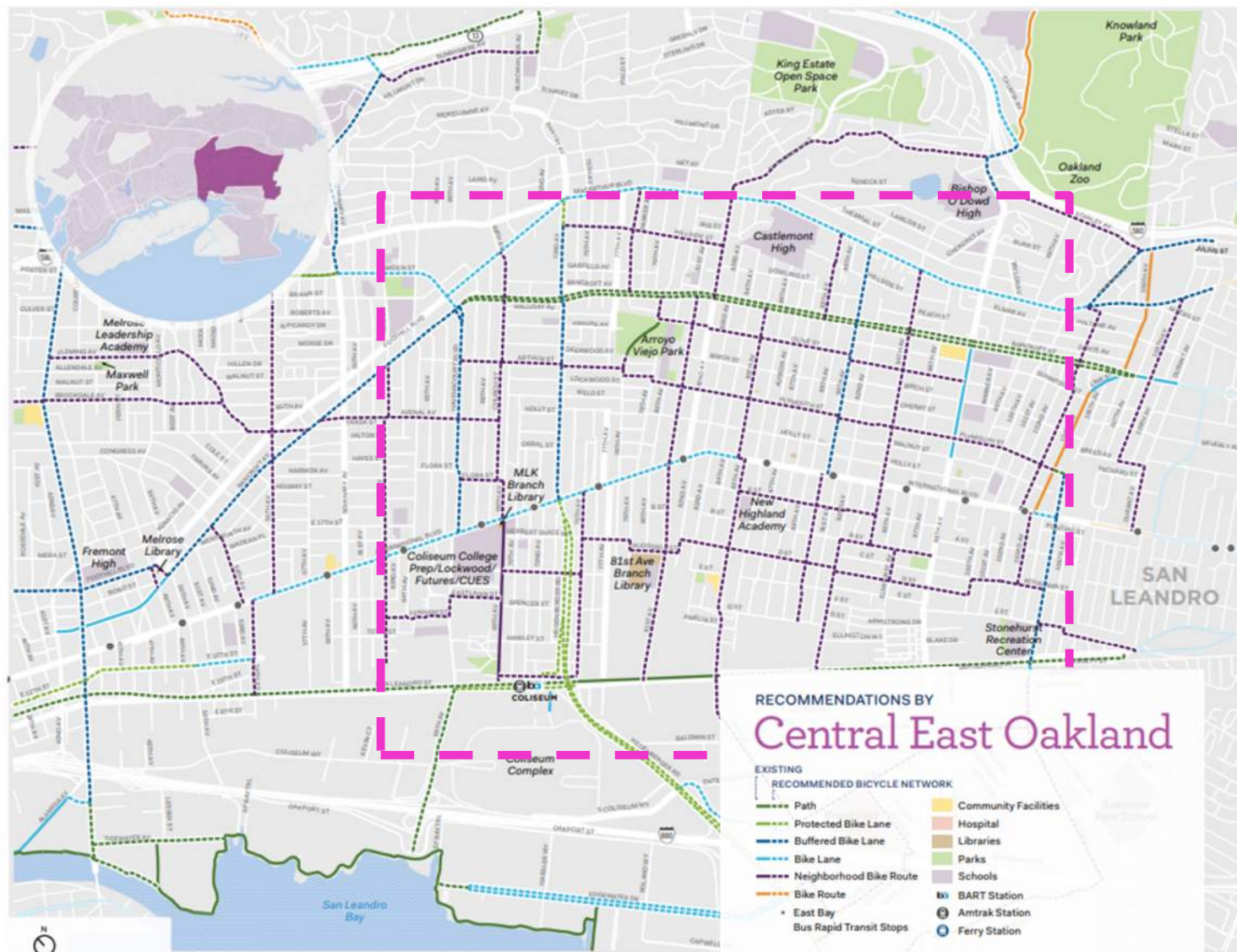
JULY 2019

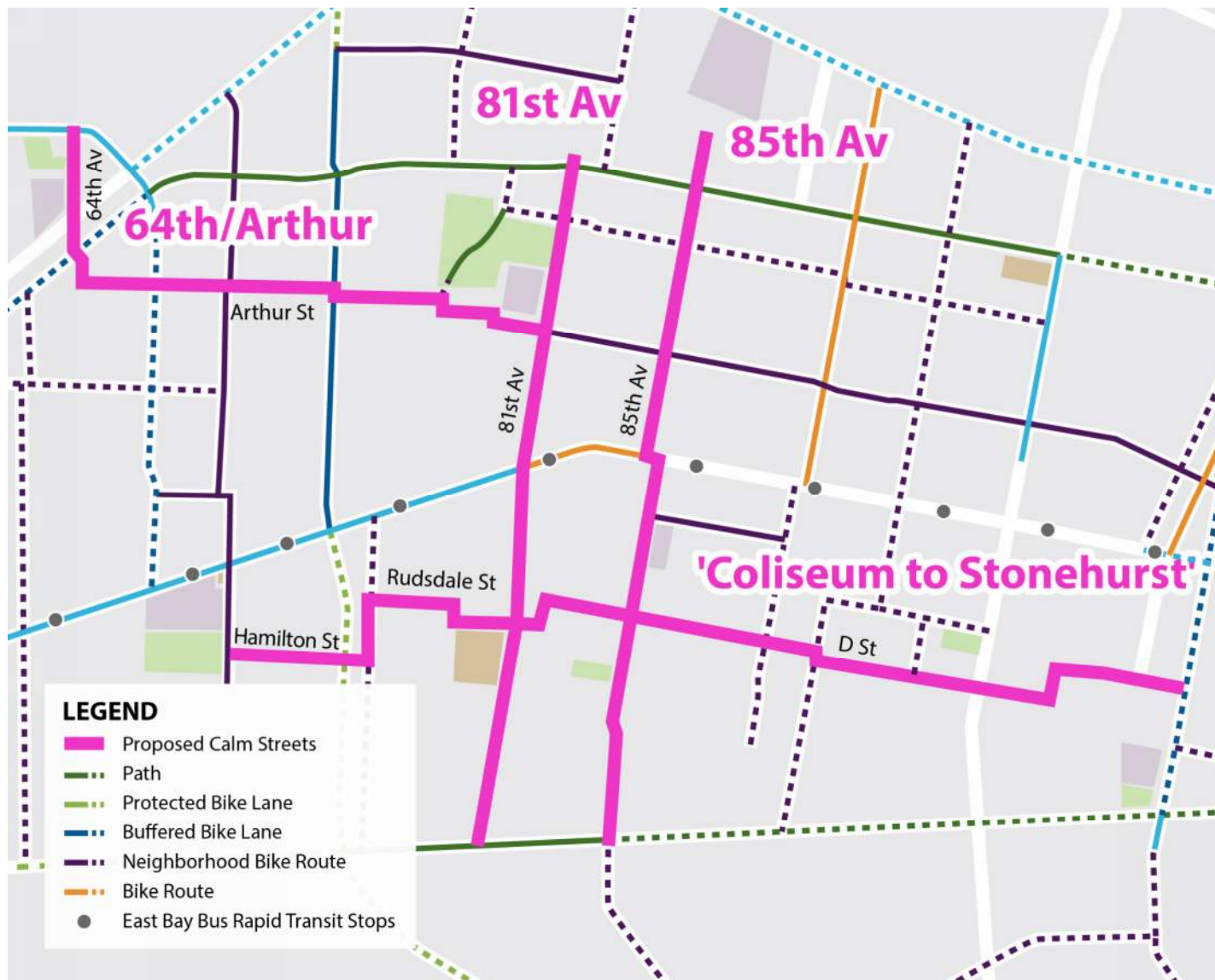
What We Heard

Oakland Department of Transportation teamed up with local organizations to identify and give voice to the mobility needs of different communities in Oakland.









Holistic Design



Project Goals

Calm East Oakland Streets

PROJECT GOALS

Create Safe Streets

Make streets safe for walking and biking to places people want to go

Fix Broken Streets

Repair pavement and sidewalks

Slow Cars Down

Slow drivers down by limiting access and adding speed humps

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Slow drivers down by limiting access and adding speed humps



STRATEGY

Set Street Expectations

ELEMENT

Neighborhood Gateway

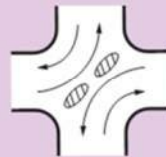


STRATEGY

Traffic Reduction

ELEMENT

Traffic Filter



STRATEGY

Intersection Management

ELEMENT

Traffic Circle



Raised Intersection



MORE DESIGN DETAILS FOR CALM STREETS

Bollards

protect and separate walking space from driving space.



Trees

visually narrow the street, encouraging drivers to go more slowly.



Mini Medians

encourage "slow and square" turns, discourage "cutting the corner".



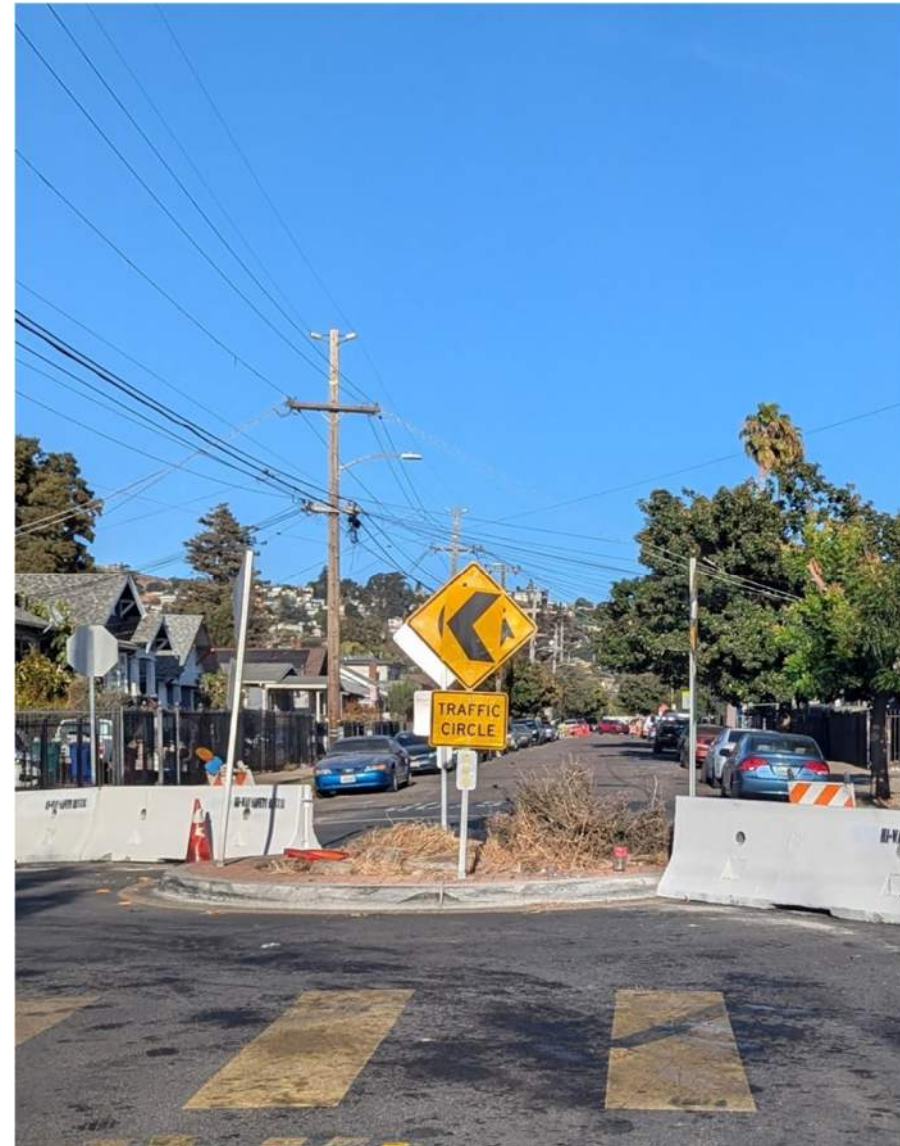
Stamped Asphalt

shows calmer areas on the street using tactile surfaces.



Diverters

- 81st Avenue at Plymouth St
- Adjacent to East Oakland Pride Elementary
- 3-week pilot project held
- Pre and post counts/speed analysis performed
 - Decrease in volume along 81st and Plymouth
 - Increase in volume along 82nd (~25%)
 - Overall decrease in speed throughout observed areas



“The barriers keep people from hitting my parked car”

– a resident at 82nd and Plymouth with a disabled placard

“I grew up here and went to Pride Elementary. I don’t think people will follow the one-way signs but I hope it works”

– a resident at 84th and Plymouth

Residents on 81st near the traffic filter supported the changes. They thought the traffic pattern change was easy to adjust to.

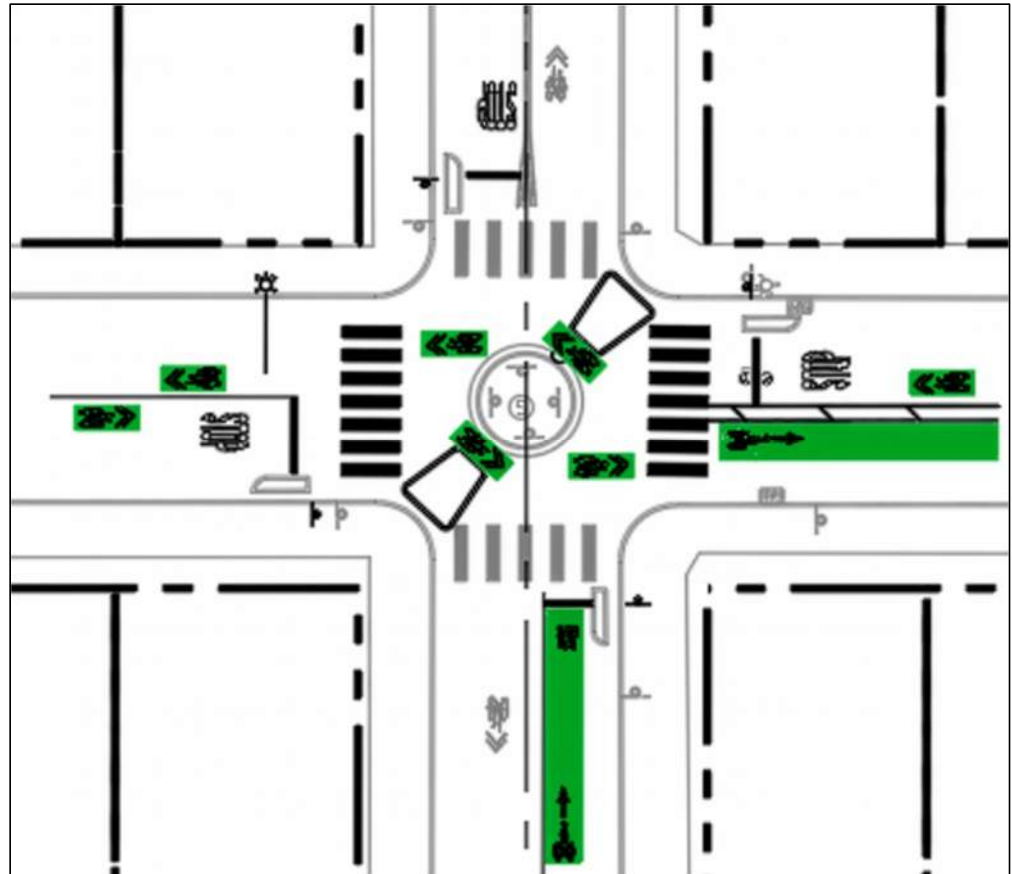
Some parents who lived nearby didn’t like driving a few more blocks to get to Pride Elementary, but felt traffic was calmer and slower.

Elementary and middle school students thought the diverter would work best to calm traffic so that they could bike to school.

Principal Michelle Grant at East Oakland Pride felt that the demonstration was successful and traffic was much slower.

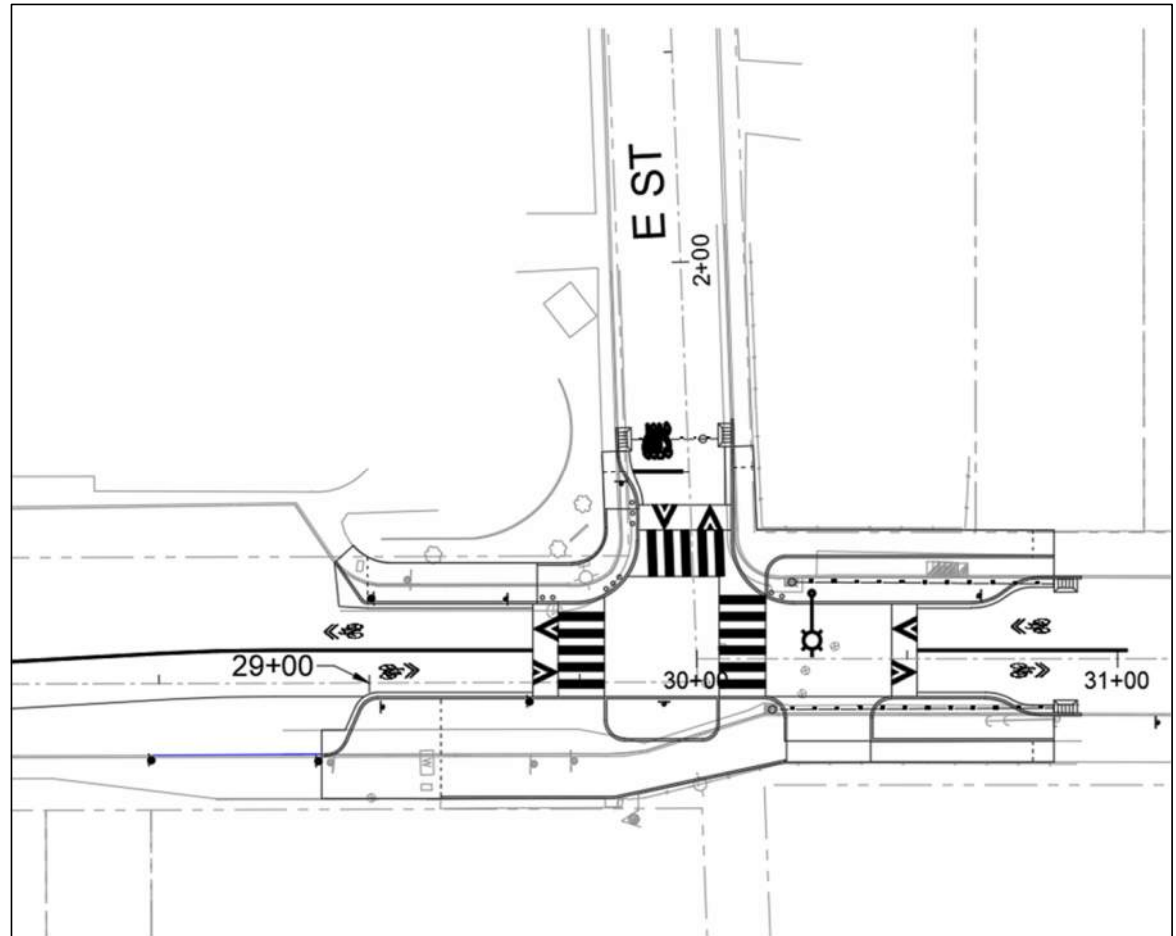
Diverter

- 4' wide openings for cyclists
- Building off of existing traffic circle
- Counter-flow bike facilities
- Impacts to adjacent intersections
 - Restricted turn movements at 82nd Ave at Birch and Plymouth



Raised Intersections and Crossings

- 85th Avenue at E St
- Curb extension and raised intersection
- One leg stop controlled
- Stamped concrete
- Drainage Impacts



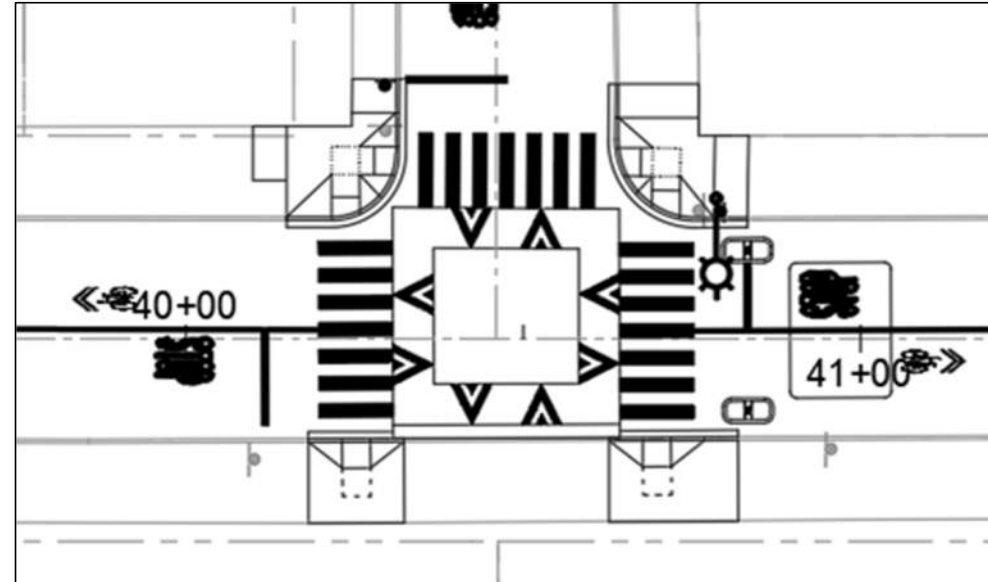
Raised Intersections and Crossings

- 85th Avenue at A St
- Curb extension and raised intersection
- Four way stop control
- Bollards at corner
- Stamped concrete
- Drainage Impacts



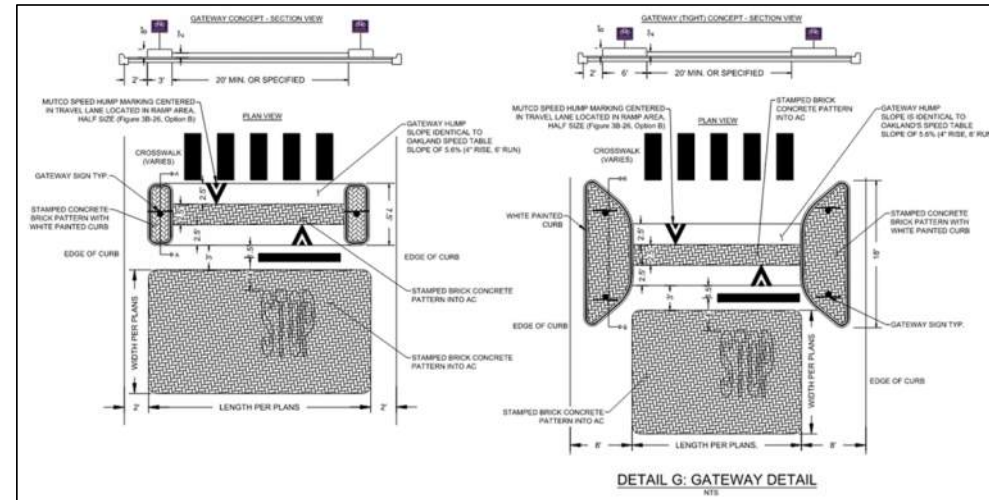
Raised Intersections and Crossings

- Intersection tables
- Less expensive alternative to raised intersections
- Limited impacts on drainage
- City has experience with the installation



Gateway Treatments

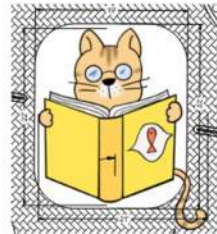
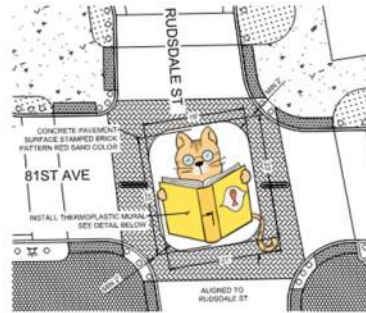
- Narrowed roadway width at major intersections and beginning/end of network
- Median with signs and stamped concrete
- Also modified and used at intersections throughout project
- Options for wider and narrower streets
- Decrease crossing distance for pedestrians while slowing drivers



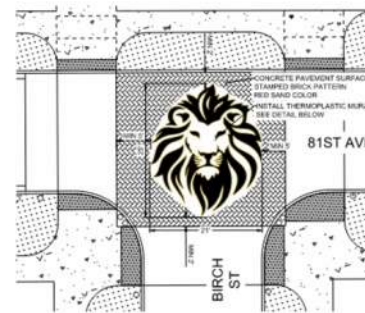
Street Murals

Mural concepts developed in collaboration with adjacent schools

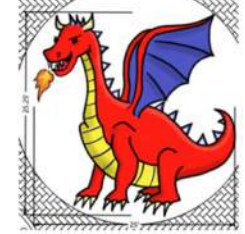
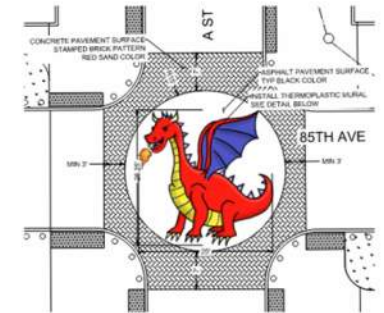
Opportunity for placemaking, engaging school communities, and highlight community destinations



A: BOOK CAT MURAL, 81ST AVE & RUDSDALE ST

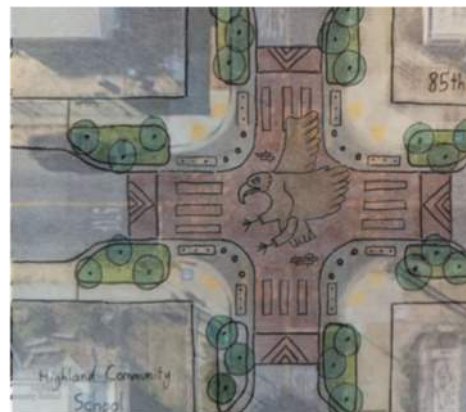


B: PRIDE SCHOOL MURAL, 81ST AVE & BIRCH ST



C: DRAGON MURAL, 85TH AVE & A ST

DETAIL MU: THERMOPLASTIC MURALS



Next Steps



What's Next?

- Still have to work on shepherding this project through construction in 2027
- Then, we'll need to perform pre-construction engagement
- Then we'll collect traffic data and community perspectives to understand what works well (or not)



Contact Information



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Alta Planning + Design

Thank you!

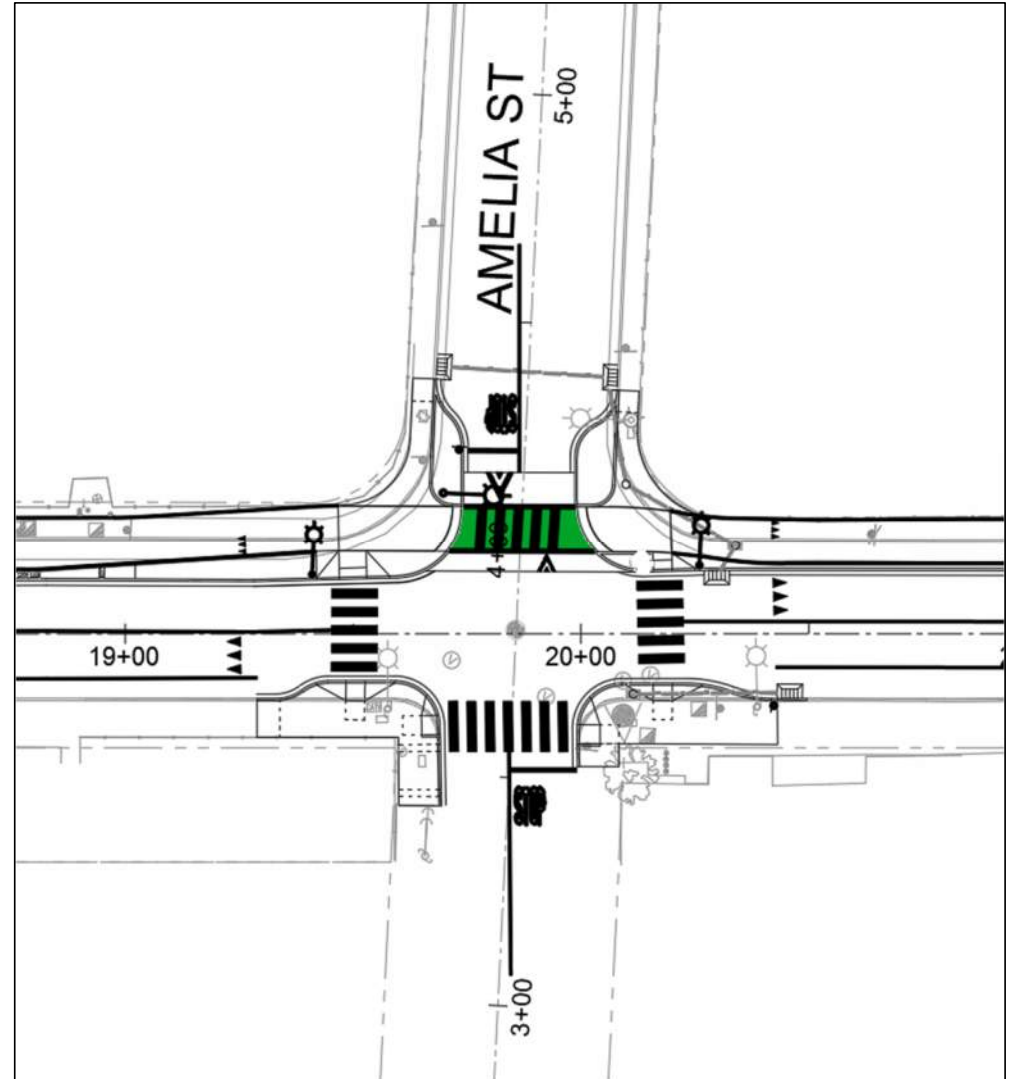
alta

Diverter

- 09 Where signs are provided to regulate turns from streets or driveways that intersect with a roadway that has a counter-flow bicycle lane, ONE WAY signs (see Section 2B.49) shall not be used. Movement Prohibition signs (see Section 2B.26) with supplemental EXCEPT BICYCLES (R3-7bP) regulatory plaque(s) shall be used (see Figure 9E-8).
- 07 An EXCEPT BICYCLES (R3-7bP) plaque (see Figure 2B-4) may be used with a ONE WAY sign when counter-flow bicycle traffic is allowed.

Raised Intersections and Crossings

- 85th Avenue at Amelia St
- Shared use path crossing
 - Ped/bike mixing zone
- Drainage Impacts

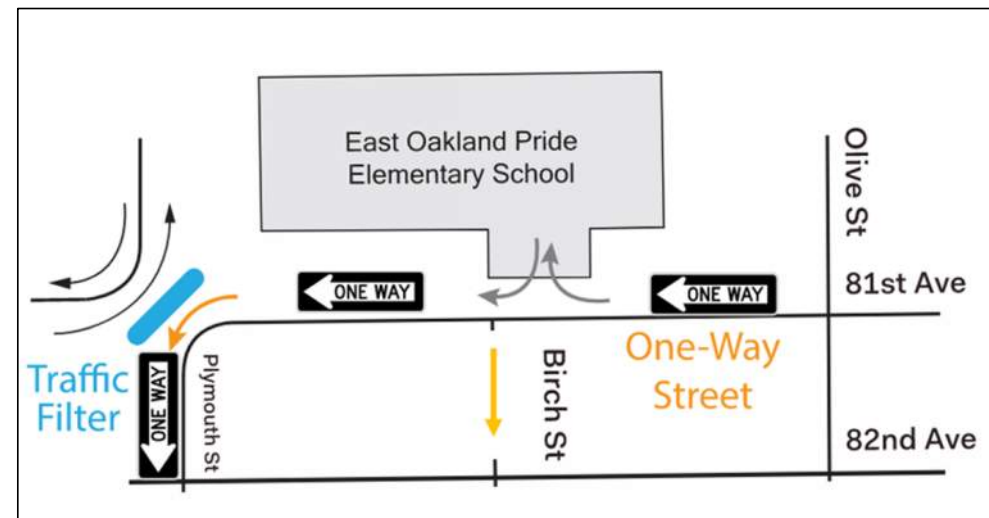


Demonstration Project as Outreach

Temporary traffic diverter adjacent to East Oakland Pride Academy to deter cut-thru traffic

Opportunity to more deeply engage with community on project elements that have the highest potential for controversy

Notification through mailers, doorhangers, canvassing, social media, A-frame signs, and messaging with school community



Started with water-filled
barriers

... they were moved ...

Then added doweled-
rebar to secure water-
filled barriers

... they were moved again
...

Came back and replaced
with concrete k-rails

